Desk

A History of Hobart

A HISTORY OF HOBART

Compiled by REBECCA GRAVES and MARY PETERS
from
the original by
MARAN WEBSTER
and
information provided by
DOROTHY BALLANTYNE
HOBART HISTORICAL MUSEUM

Published by
HOBART CITY SCHOOLS
Hobart, Indiana
1984

EASY ACCESS TO A VARIETY OF TRANSPORTATION MODES.

GREAT LOCATION

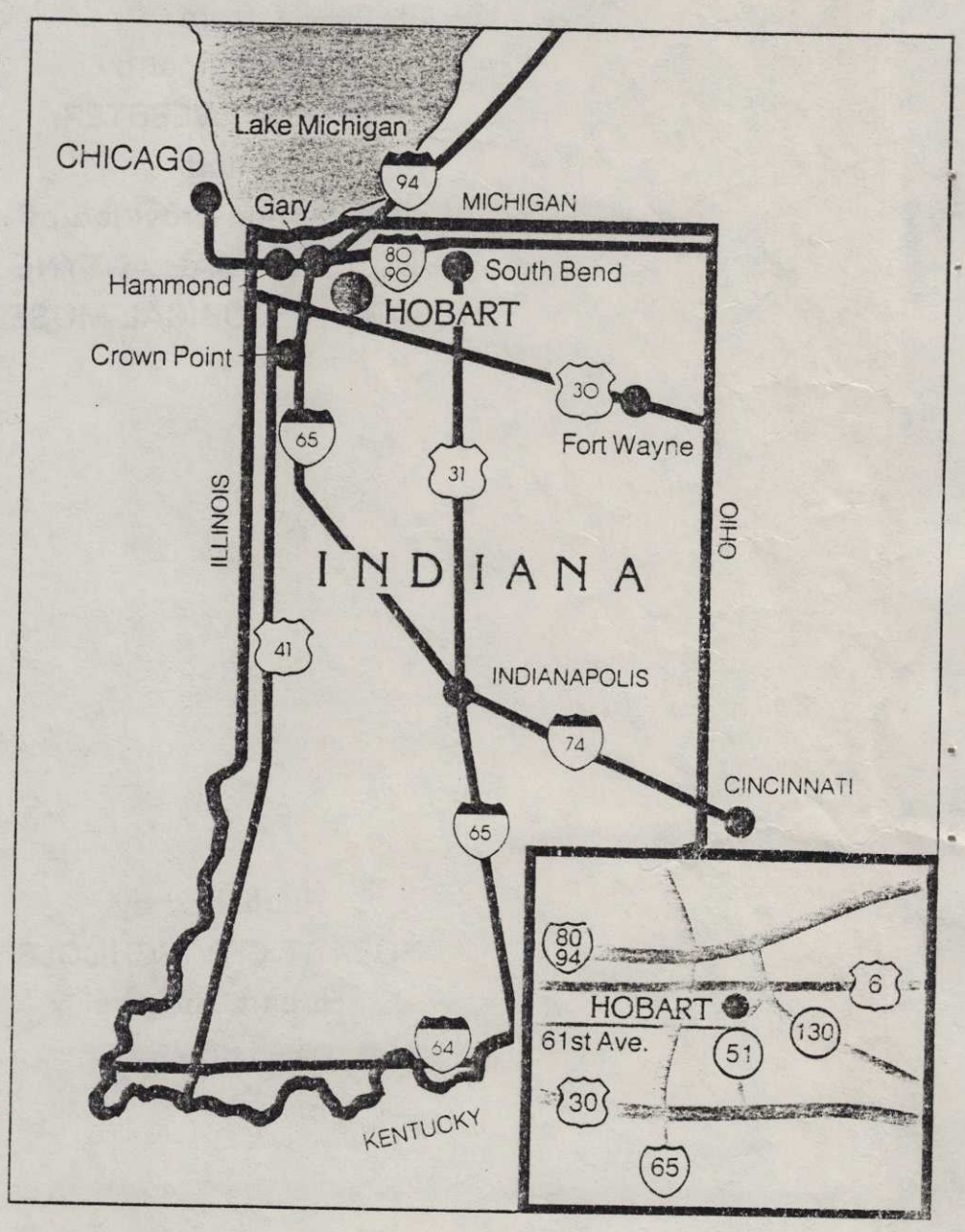
Hobart's position in Northwest Indiana gives it easy access to a variety of transportation modes and to the resources of larger metropolitan areas.

Interstate 80-94 is about two minutes north of the city. I-65 cuts north and south through Hobart's west side. State Route 51 bisects the community and U.S. 6 skims its northern limits. U.S. 30 is five minutes south of town and State Route 130 originates at the eastern edge of the city, heading southeast.

The city is served by Amtrak passenger service from a small, modern waiting station in Pennsy Park, site of the town's old railroad station. The Hobart Historical Society has developed a program for restoration of the old station as a local landmark.

Charter air service is available at a small airport just north of the city. The facility has a 3,100-ft. paved runway for private aircraft. Larger Gary Municipal Airport is only four miles away and Porter County Airport is a short 16 miles from the community. Chicago's O'Hare International Airport is about an hour's drive from Hobart. Bus transportation to O'Hare is provided regularly throughout the day.

Twelve motor freight lines serve the city's business and industry, providing service to the area, state, and nation. Norfolk and Western Railroad, Penn Central Railroad, and E J & E Railroad also provide freight service.



Top: Aerial view of Hobart

LONG BEFORE PEOPLE LIVED IN NORTH AMERICA, A GREAT ICE SHEET SPREAD DOWN OVER THE CONTINENT FROM THE NORTH POLE. IT SPREAD SOUTH TO THE OHIO RIVER AT THE SOUTHERN END OF INDIANA. AS THE GLACIER SLOWLY MOVED IT PUSHED SOIL AND LOOSE ROCKS AHEAD OF IT LIKE A GIANT BULLDOZER. WHEN THE ICE SHEET MELTED BACK, IT LEFT MOUNDS OF MANY SHAPES CALLED MORAINES. IT FORMED HILLS AND VALLEYS, AND THE MELTING WATER FILLED LOW PLACES FORMING LAKES. THIS IS HOW THE GREAT LAKES WERE FORMED.

THE LAND WHERE HOBART IS NOW, LIES BETWEEN THE SANDY, SWAMPY SHORES OF LAKE MICHIGAN AND A LONG RIDGE MADE BY A GLACIER CALLED THE VALPARAISO MORAINE. THE EARTH HERE IS MADE OF CLAY, LOAM, AND SAND. LARGE GRASSY FIELDS AND MARSHES AND MANY TREES USED TO COVER THE AREA.

IN THE SOUTHERN PART OF LAKE COUNTY IS THE EDGE OF THE KANKAKEE SWAMP. THIS IS RICH SOIL, BUT TOO WET TO BE CULTIVATED EASILY WITH THE POOR TOOLS PIONEERS HAD. THE PEOPLE CAUGHT WILD ANIMALS SUCH AS MINK, FOX, OTTER, WOLF, DUCKS, WILD TURKEY, AND DEER IN THIS REGION. THE WILD GRASSES AND OTHER UNDERGROWTH FORMED A SHELTER FOR THESE ANIMALS.

NORTH OF THE SWAMPY REGION IS A BROAD STRIP OF ROLLING PRAIRIE. TODAY OATS, WINTER WHEAT, RYE AND GRASS ARE RAISED. THE DEEPER SOIL THAT IS DRIED MARSH LAND IS GOOD FOR RAISING CORN, SOY BEANS, AND POTATOES. LAKE COUNTY HAS BETWEEN 160 TO 180 DAYS OF GROWING WEATHER, AND ABOUT 40 INCHES OF RAIN EACH YEAR. THIS MAKES A MOIST ATMOSPHERE, EVEN THOUGH THE WEATHER IS CONSIDERED RATHER SUNNY. FINE PASTURE LANDS MAKE THIS AN EXCELLENT DAIRYING AREA.

ALONG THE SHORES OF LAKE MICHIGAN IS A WIDE STRIP OF SANDY BEACH AND DUNES LEFT BY THE GLACIER. THIS SANDY AREA HAS BECOME AN INDUSTRIAL CENTER KNOWN AS THE CALUMET REGION. BOATS ON LAKE MICHIGAN CARRY RAW MATERIALS, TO THE FACTORIES, AND THE FINISHED PRODUCTS CAN BE CARRIED THROUGH THE GREAT LAKES AND THE ST. LAWRENCE SEAWAY TO PLACES ALL OVER THE WORLD.

THESE NATURAL RESOURCES ARE WHAT DREW PEOPLE TO LIVE IN THIS AREA.

LEOPOLD POKAGON. 1775-1841.
CHIEF OF THE POTTAWATOMIE INDIANS
NORTHERN INDIANA HISTORICAL SOCIETY.
SOUTH BEND, INDIANA

INDIANS

ARTICLES HAVE BEEN FOUND THAT PROVE THAT INDIANS LIVED HERE MORE THAN A THOUSAND YEARS AGO. THE HOPEWELL INDIANS LEFT BURIAL GROUNDS WHICH HAVE BEEN FOUND AT HEBRON, CEDAR LAKE, DEEP RIVER, AND AT INDIAN RIDGE, WHERE THERE IS A GOLF COURSE TODAY. AFTER THE HOPEWELLS LEFT THE AREA NO ONE LIVED HERE FOR A LONG TIME. THEN THE POTAWATOMI INDIANS SETTLED HERE.

POTAWATOMI MEANS "PEOPLE OF THE PLACE OF THE FIRE." IT IS SAID THAT THESE INDIANS NEVER LET THE FIRE IN THEIR VILLAGE GO OUT. THESE INDIANS LIVED IN FAMILY GROUPS OF FROM 20 TO 75 PEOPLE. THEIR HOMES WERE WIGWAMS MADE OF BARK, HIDES, AND RUSHES. EACH FAMILY HAD A MAIN CHIEF, MEDICINE MAN, A RELIGIOUS LEADER, A WAR CHIEF, A HUNTING CHIEF, AND A GARDENING CHIEF. THESE IMPORTANT JOBS WERE HANDED DOWN FROM FATHER TO SON.

THE POTAWATOMIS USED A LUNAR CALENDAR. THAT MEANS THAT THEY TOLD TIME ACCORDING TO THE PHASES OF THE MOON. THEY USED THE STARS AT NIGHT AND THE SUN DURING THE DAY TO GUIDE THEM. THEY ALSO WATCHED BIRD MIGRATIONS.

ONE OF THE POTAWATOMI INDIAN TOWNS WAS NEAR DEEP RIVER. OTHERS WERE NEAR HEBRON AND CEDAR LAKE. THE TOWNS WERE NEVER ON THE MAIN TRAIL. ENEMY TRIBES COULD HAVE FOUND THEM TOO EASILY. SOMETIMES THESE TOWNS WERE LEFT VERY QUICKLY WHEN WORD CAME TO THE TRIBE THAT ENEMIES WERE COMING. IT HAS BEEN SAID THAT MOSQUITOES DROVE INDIANS FROM THEIR HOMES, TOO.

THE INDIANS HUNTED IN THE MARSHES, PRAIRIES, AND DUNES FOR WOLVES, MINK, OTTER, BEAVER, FOX, MUSKRAT, BUFFALO, AND OTHER FUR BEARING ANIMALS. THESE FURS WERE SOMETIMES SOLD TO FUR TRADERS WHO LATER COME HERE TRADING BEADS, TOOLS, GUNS, AND WHISKEY FOR PELTS. THESE INDIANS ALSO PLANTED MAIZE, OR CORN.

TRAILS WERE FORMED AS THE DIFFERENT INDIAN TRIBES TRAVELED FROM ONE SETTLEMENT TO ANOTHER, AND TO BURIAL GROUNDS AND DANCING GROUNDS. ONE OF THESE DANCING AND BURIAL GROUNDS WAS NEAR WHAT WE NOW CALL LIVERPOOL ROAD. OLD RIDGE ROAD WAS AN INDIAN TRAIL. WHITE SETTLERS, COMING LATER, USED THESE TRAILS INTO LAKE COUNTY.

MANY RELICS HAVE BEEN FOUND IN THE AREA, AND SOME OF THESE INDIAN TREASURES SUCH AS ARROW HEADS, BOWLS, HAMMERS, AND OTHER TOOLS, MAY BE SEEN IN LOCAL MUSEUMS.

IT MIGHT INTEREST YOU TO KNOW THAT THE POTAWATOMI INDIANS WERE ON THE SIDE OF THE FRENCH IN THE FRENCH AND INDIAN WAR, AND THAT THEY FOUGHT WITH THE AMERICAN COLONISTS DURING THE REVOLUTIONARY WAR.

WHITE PEOPLE ARRIVE

IN 1669 THE FRENCH KING SENT AN EXPEDITION ACROSS THE ATLANTIC OCEAN TO EXPLORE THE LITTLE-KNOWN CONTINENT OF NORTH AMERICA. ROBERT LASALLE AND THE 14 MEN WHO CAME WITH HIM WERE THE FIRST WHITE PEOPLE TO COME TO THE CENTRAL PART OF THIS COUNTRY. THEY CAME BY CANOE DOWN THE ST. JOSEPH RIVER. LASALLE SET UP FUR TRADING POSTS AND MISSIONS AND LEARNED SOME INDIAN LANGUAGES. HE WROTE ABOUT HIS ADVENTURES AND SENT THE INFORMATION TO FRANCE WHERE THE PEOPLE THERE READ ABOUT LIFE IN THE WILDERNESS. MORE TRAPPERS, TRADERS, AND MISSIONARIES BEGAN TO COME HERE.

FATHER MARQUETTE AND LOUIS JOLIET CAME HERE IN 1674 TO TEACH RELIGION TO THE INDIANS. THEY CAME DOWN THE CALUMET RIVER TO MILLER BEACH, AND THEN THEY WENT UP TO MICHIGAN. YOU CAN SEE A STATUE OF FATHER MARQUETTE AT THE PARK IN MILLER TODAY. MANY TOWNS, PARKS, AND STREETS ALL OVER THE CALUMET REGION HAVE BEEN NAMED AFTER THESE EXPLORERS. HOBART HAS A LASALLE STREET AND A JOLIET STREET. DO YOU KNOW WHERE THEY ARE?

FORMING LAKE COUNTY

BACK IN 1607, VIRGINIA BECAME THE FIRST PERMANENT ENGLISH COLONY IN THIS COUNTRY. VIRGINIA CLAIMED LAND FROM THE SHORES OF THE ATLANTIC OCEAN ALL THE WAY WEST TO THE MISSISSIPPI RIVER. SO LAND THAT IS NOW INDIANA ONCE BELONGED TO VIRGINIA! IN 1787 THE NORTHWEST TERRITORY WAS FORMED. WHEN A SECTION OF THIS TERRITORY HAD 60,000 PEOPLE LIVING IN IT, THAT SECTION COULD BECOME A STATE. OHIO WAS FORMED FIRST IN 1812, AND THE REST OF THE TERRITORY WAS THEN KNOWN AS THE INDIANA TERRITORY. BY 1816 THERE WERE ENOUGH PEOPLE HERE TO BECOME A STATE, AND INDIANA WAS ITS NAME. PART OF THE LAND WAS OWNED BY THE POTAWATOMI INDIANS. THEY TRADED IT FOR SOME FOOD, CLOTHING, BLANKETS, AND SOME OTHER PIECES OF LAND. THIS LAND THAT WAS TRADED BY THE INDIANS

BECAME KNOWN AS LAKE COUNTY IN 1836. THE FIRST POST OFFICE WAS IN CROWN POINT, AND SOLON ROBINSON WAS THE POST MASTER THERE. ABOUT A YEAR LATER A POST OFFICE WAS ESTABLISHED AT LIVERPOOL AND THIS POST OFFICE WAS MOVED TO HOBART IN 1847. GEORGE EARLE WAS HOBART'S FIRST POSTMASTER.

EARLY LAKE COUNTY SETTLERS

SOLON ROBINSON WAS ONE OF THE FIRST SETTLERS IN THE COUNTY. HE AND HIS FAMILY BUILT THEIR CABIN HERE IN 4 DAYS. THIS WAS VERY FAST, BECAUSE THE WORK HAD TO BE DONE WITH HAND TOOLS. ROUGH LOGS WERE HELD TOGETHER BY NOTCHES, AND WOODEN PEGS WERE USED IN PLACES WHERE NAILS WERE NEEDED. THE CABIN HAD A WOODEN FLOOR MADE OF SPLIT LOGS. THERE WAS NOT MUCH FOOD FOR THE FIRST WINTER. ONE TIME THE FAMILY WAS WITHOUT FOOD FOR 9 DAYS. THEN A VISITOR ARRIVED AND HE HAD FOOD WITH HIM.

ANOTHER EARLY SETTLER WAS JOHN WOOD. HE FOUND A GOOD SPOT FOR A MILL ON DEEP RIVER. HE BUILT A SAWMILL FOR CUTTING LUMBER AND A GRISTMILL FOR GRINDING FLOUR AND FEED. HE USED THE WATER OF THE RIVER TO TURN THE WHEELS OF THE MILLS. SOON OTHER HOUSES, A STORE, A BLACKSMITH SHOP, AND A COBBLER SHOP WERE BUILT. YOU CAN SEE THIS MILL TODAY IN WOODS PARK. IT HAS BEEN RESTORED TO LOOK AS IT DID LONG AGO.

TIMOTHY BALL CAME TO INDIANA IN 1836 AND BUILT HIS HOME NEAR CEDAR LAKE. HE BECAME A TEACHER AND BAPTIST MINISTER. HE KEPT A RECORD OF THE HAPPENINGS IN THE COUNTY, SO HE BECAME THE FIRST PERSON TO WRITE ITS HISTORY.

BETWEEN 1816 AND 1836 THERE WERE VERY FEW WHITE SETTLERS HERE. FUR TRADERS CAME THROUGH THE AREA, AND SOLDIERS TRAVELED FROM THE EAST TO FORT DEARBORN, WHICH IS NOW CHICAGO. FRENCH AND ENGLISH MISSIONARIES AND EXPLORERS ALSO CAME THROUGH THIS AREA TO TEACH THEIR WAYS OF LIVING TO THE INDIANS OR TO FIND OUT MORE ABOUT THE WILDERNESS. ALL OF THESE PEOPLE HELPED TO PREPARE THE INDIANS FOR THE COMING OF THE WHITE SETTLERS.

IMPORTANT POTAWATOMI INDIANS, POKAGON, BEN ACK, WEE SAW, QUASHMAN, AND MESHOWKE-TO-QUAH LIVED IN THE PART OF THE COUNTRY THAT BECAME HOBART. MESHOWKE-TO-QUAH WAS AN INDIAN PRINCESS. AS MORE AND MORE WHITE SETTLERS CAME INTO THE AREAS, THE INDIANS WERE FORCED TO GIVE UP THEIR LANDS. THEY WERE GIVEN SECTIONS

OF LAND, WHICH WERE CALLED FOLATS. THIS LAND LATER BECAME PART OF HOBART.

IN 1838 THE POTAWATOMI INDIANS WERE REMOVED FROM THIS AREA BY THE U.S. GOVERNMENT TO A RESERVATION IN KANSAS. SOME INDIANS RETURNED TO VISIT THEIR FORMER HOMES AND WERE SEEN IN AND AROUND TOWN UNTIL ABOUT 1869.

EARLY HOBART SETTLERS

GEORGE EARLE CAME TO THIS COUNTRY FROM ENGLAND. AT FIRST HE WENT TO PHILADELPHIA, PENNSYLVANIA, WHERE HE BUILT BRICK BUILDINGS. THE ADVENTURES OF THE WILDERNESS CALLED TO HIM, THOUGH, AND HE LEFT WITH HIS WIFE AND SON AND CAME TO SETTLE AT LIVERPOOL. THERE HE RAN A STORE, AND FOUND TIME TO ACT AS THE POST MASTER AND THE COUNTY AGENT. HE DID EVERYTHING HE COULD TO MAKE IT POSSIBLE FOR LIVERPOOL TO BECOME THE COUNTY SEAT TOWN, BUT SOLON ROBINSON WAS SUCCESSFUL IN GETTING CROWN POINT TO BE THE COUNTY GOVERNMENT. THIS WAS BECAUSE CROWN POINT IS MORE CENTRALLY LOCATED IN THE COUNTY.

MR. EARLE DECIDED THAT LIVERPOOL WOULD NOT PROSPER SO HE MOVED FROM LIVERPOOL TO WHAT IS NOW HOBART IN 1846. HE DAMMED UP THE RIVER, WHICH FORMED LAKE GEORGE. THEN HE BUILT A GRIST-MILL. THE MILL STOOD WHERE THE GARY Gainor NATIONAL BANK STANDS NOW. WHEN MR. EARLE MOVED TO THIS NEW LOCATION, HE BROUGHT THE POST OFFICE WITH HIM.

MR. EARLE BUILT A LOG HOME. HE NAMED THE NEW "BABY" TOWN HOBART AFTER HIS BROTHER, FREDERICK HOBART EARLE, WHO STILL LIVED IN ENGLAND. HOBART WAS REGISTERED IN THE LAKE COUNTY PLAT BOOK ON MAY 3, 1849.

THE FIRST PLAT FOR HOBART INCLUDED MAIN, CENTER, AND EAST STREETS GOING NORTH-SOUTH, AND FRONT, SECOND, THIRD, FOURTH, FIFTH, AND SIXTH STREETS GOING EAST-WEST. ALL OF HOBART WAS ON THE EAST BANK OF THE RIVER AT FIRST. LATER ADDITIONS WERE MADE IN ALL DIRECTIONS. SOME OF THESE ADDITIONS WERE KNOWN AS EARLE TOWN, JORYVILLE, THE BRICKYARDS, VILLA SHORES, WEST HOBART, AND SWEDE AVENUE. THESE NICKNAMES USUALLY CAME ABOUT BECAUSE OF LOCATIONS OR BECAUSE OF PEOPLE WHO LIVED IN THE AREA.

GEORGE EARLE AND HENRY SYLVESTER SMITH BUILT A SAWMILL AND THEN A GRISTMILL THAT OPENED FOR BUSINESS DECEMBER 1, 1847. MOST OF THE BUILDINGS AND HOMES IN EARLY HOBART WERE BUILT WITH LUMBER FROM THIS SAWMILL. THE TIMBER FOR LAKE STREET, THE FIRST PAVED STREET IN CHICAGO, WAS CUT HERE. A GOOD DEAL OF LUMBER WAS FLOATED DOWN DEEP RIVER AND THE CALUMET RIVER, AND ON TO CHICAGO, TO BE SOLD.

EARLE'S GRISTMILL WAS AN IMPORTANT PLACE. EVERYONE NEEDED TO HAVE RYE AND WHEAT GROUND INTO FLOUR, AND CORN GROUND INTO MEAL. BRAN AND "SHORTS" WERE SIFTED OUT AS THE GROUND WHEAT WAS SIFTED INTO FLOUR. THE BRAN AND SHORTS WERE TAKEN HOME BY FARMERS TO BE FED TO THE ANIMALS. ONLY PART OF THE FLOUR WAS TAKEN BY THE FARMER WITH THE REST LEFT ON CREDIT FOR HIM.

BECAUSE HE LIKED TO PAINT AND DRAW, EARLE MAKE AND COLLECTED PAINTINGS. HE SOON HAD 300 PICTURES, FOR WHICH HE BUILT AN ART GALLERY. IT WAS THE FIRST OF ITS KIND IN THIS AREA. PEOPLE CAME OUT FROM CHICAGO AND OTHER TOWNS TO SEE THESE FINE PICTURES. SEVERAL OF MR. EARLE'S PAINTINGS ARE IN THE HOBART HISTORICAL MUSEUM. ONE IS IN THE LIBRARY AT GEORGE EARLE SCHOOL.

IN 1872 MR. EARLE WENT TO PHILDELPHIA TO LIVE, AND HIS SON, JOHN, STAYED BEHIND TO LOOK AFTER THINGS IN HOBART. GEORGE EARLE VISITED ENGLAND WHERE HE BECAME ILL WITH A COLD. HE RETURNED TO PHILADILPHIA, SUFFERED A STROKE, AND DIED THERE ON JANUARY 22, 1876. HE WAS BURIED IN HOBART CEMETARY, AND HIS WIFE, WHO DIED 10 YEARS LATER, IS BURIED THERE TOO.

THE SIGLERS, MUNDELLS, AND HURSTS WERE FAMILIES WHO CAME HERE IN 1837. THEY WERE RELATED TO ONE ANOTHER. THEY LEFT VIRGINIA BY COVERED WAGON IN 1834, LIVED IN ELKHART, INDIANA FOR 3 YEARS, AND THEN SETTLED IN LAKE COUNTY. SAMUEL AND ANN SIGLER WERE THE PARENTS OF MELVINA MUNDELL AND ELMIRA HURST, THEIR MARRIED DAUGHTERS. THE SIGLERS SETTLED AT LIVERPOOL ROAD AND THE OLD SAC TRAIL (NOW RIDGE ROAD). THEY WERE JUST A SHORT DISTANCE FROM THE SETTLEMENT OF LIVERPOOL WHICH GEORGE EARLE WAS THEN DEVELOPING. (IT WAS NOT UNTIL 10 YEARS LATER THAT EARLE MOVED TO THE SITE WHICH BECAME HOBART.) WILLIAM AND ELMIRA HURST SETTLED A MILE SOUTH OF THE SIGLERS, AND JOSEPH AND MELVINA

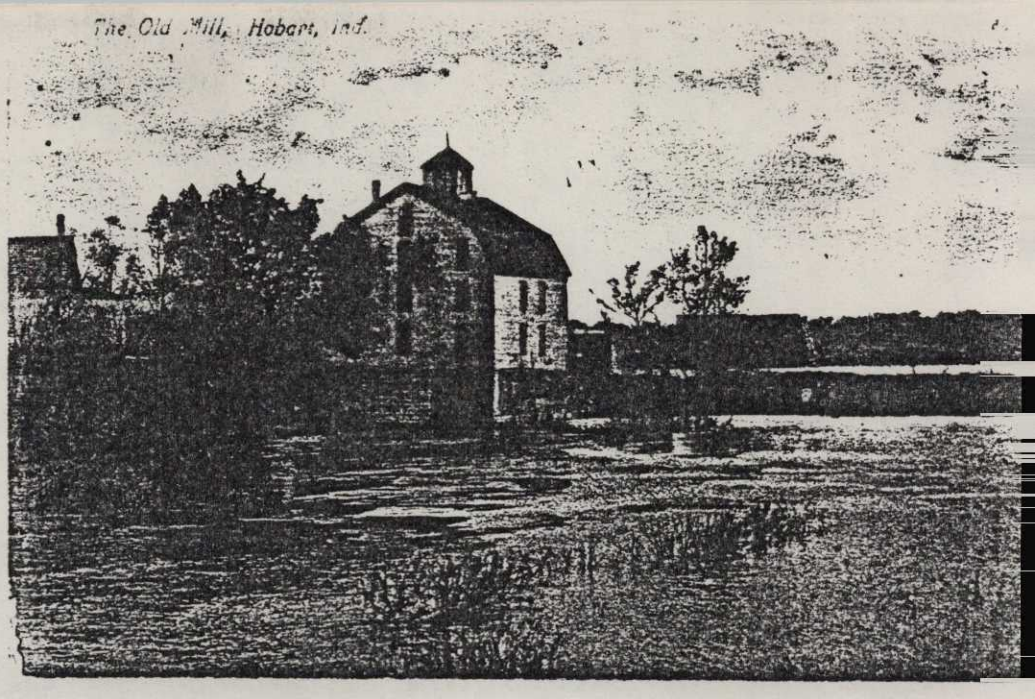
MUNDELL SETTLED ON RIDGE ROAD NEAR WISCONSIN STREET. JOSEPH MUNDELL BUILT A LOG CABIN FOR HIS FAMILY AND , WHILE CLEARING LAND FOR A FARM AND DEVELOPING A DAIRY, PRACTICED HIS TRADE AS A WHEELWRIGHT. EARLY RECORDS FROM GEORGE EARLE'S LIVERPOOL STORE SHOW THE STOCK INCLUDED SPINNING WHEELS MADE BY JOSEPH MUNDELL. PETER FLECK WAS AN EARLY SETTLER IN THE LIVERPOOL AREA. THE WHEELERS, HOWES, EARLES, COLBURNS, AND SMITHS WERE OTHER EARLY SETTLERS IN HOBART.

THE TOWN GROWS

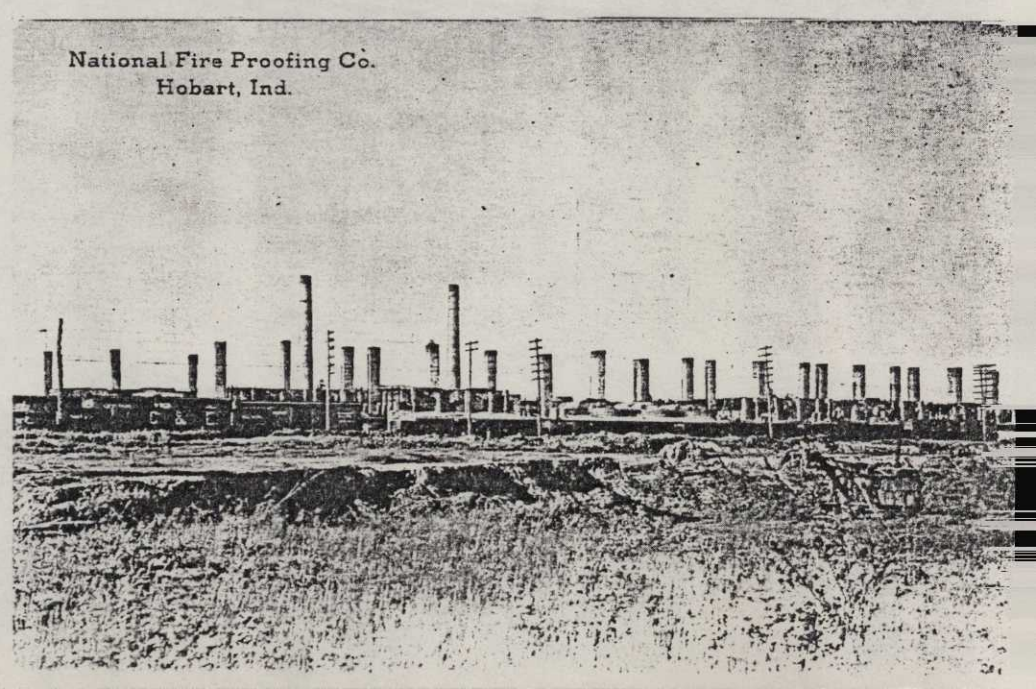
IN THE VERY EARLY DAYS OF HOBART, A STAGECOACH WAS THE MEANS OF TRANSPORTATION OVER LAND. THE STAGECOACH ROUTE FROM CHICAGO TO NEW YORK CAME THROUGH HOBART, ALONG WHAT WE KNOW AS OLD RIDGE ROAD. THE STAGES STOPPED HERE TO GET OR LEAVE MAIL, DROP OFF OR PICK UP PASSENGERS, AND CHANGE TEAMS OF HORSES. ZERAH COBURN WAS A STAGECOACH DRIVER. HE ALWAYS BLEW A HORN TO LET PEOPLE KNOW HE WAS COMING. THE STAGECOACH STOPPED AT AN INN AT FIRST AND MAIN STREETS, WHICH IS NOW THE SITE OF THE HOBART PUBLIC LIBARY.

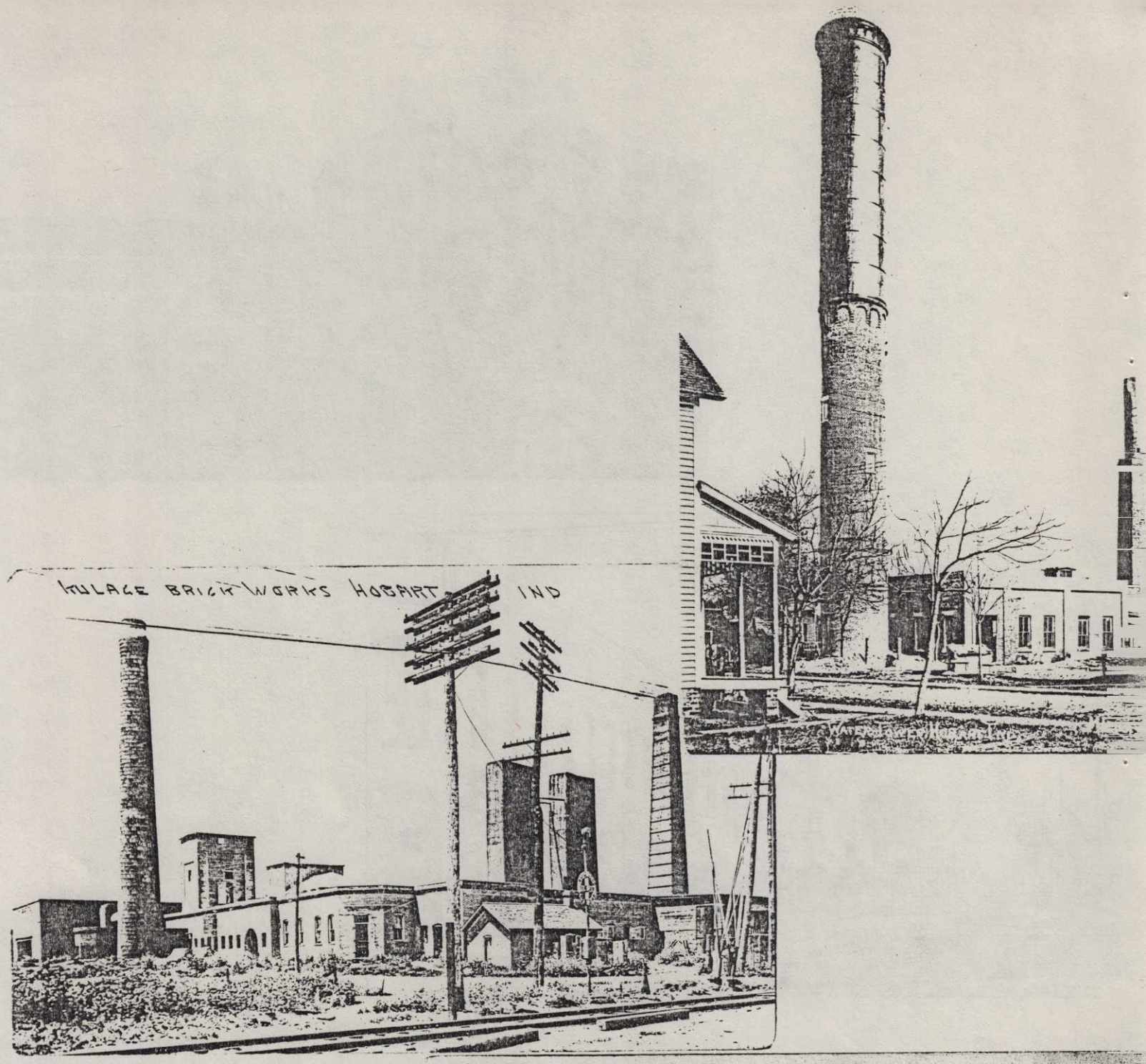
LATE IN THE 1840'S DANIEL TAYLOR BUILT A STORE AND TRADED IN HIDES, GAME, BERRIES, AND WILD RICE. JOSEPH BLACK BUILT A STORE, KNOWN AS BLACK'S TRADING POST, WHERE THE POST OFFICE NOW STANDS. MANY INDIANS CAME THERE TO TRADE THEIR WILD RICE, BERRIES, GAME, AND HIDES FOR MERCHANDISE. THE STORE WAS THE MAIN PLACE TO BUY RIFLES, KNIVES, AND TRAPS FOR HUNTING.

IN 1872 JAMES GUYER STARTED HOBART'S FIRST LARGE INDUSTRY, A BRICK AND TILE WORKS. SIX YEARS LATER, JOSEPH NASH BOUGHT LAND ON MICHIGAN AVENUE AND BUILT A BRICK WORKS. ABOUT ONE HUNDRED PEOPLE WORKED IN THE BRICKYARDS. BY 1890 THE KULAGE BRICK AND TILE WORKS AND W.B. OWENS HOLLOW POROUS CLAY TILE WORKS WERE SHIPPING AS MANY AS 60 CARLOADS OF PRODUCTS EACH MONTH TO ALL PARTS OF THE UNITED STATES. MANY LARGE BUILDINGS IN THIS COUNTRY WERE MADE FIREPROOF WITH PRODUCTS FROM THESE PLANTS. THE LAST OF THE BRICK AND TILE FACTORIES WAS CLOSED IN THE LATE 1960'S. BECAUSE OF THE BRICK-MAKING INDUSTRIES, ONCE VERY IMPORTANT TO

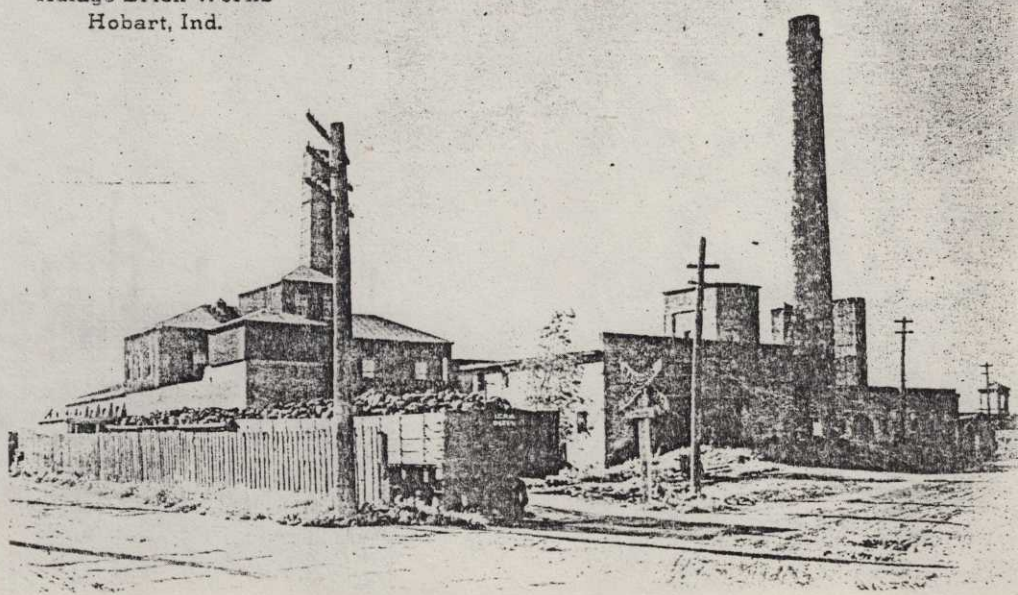

The Old Mill, Hobart, Ind.

MAIN ST. LOOKING SOUTH – HOBART, IND. 209-7
PUB BY M.H. PETERSON
DENTIST
GASOLINE
ICE
CASH
BOOKS


National Fire Proofing Co.
Hobart, Ind.



Kulage Brick Works
Hobart, Ind.



THE GROWTH OF HOBART, OUR ATHLETIC TEAMS HAVE BEEN KNOWN AS "BRICKIES".

IN ABOUT 1852 THE NEW ALBANY AND SALEM AND CHICAGO RAILROAD WAS BUILT NORTH OF HOBART. IN 1854 THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD (NOW THE AMTRAK) WAS BUILT THROUGH TOWN.. THIS RAILWAY STARTED IN THE EAST AND BUILT WESTWARD TOWARD CHICAGO. AFTER IT HAD BEEN BUILT AS FAR WEST AS VALPARAISO, THE MONEY GAVE OUT. GEORGE EARLE ARRANGED FOR MONEY TO SUPPLY THE RAILROAD TIES AND THE FINANCES TO FINISH THE RAILROAD. WHEN IT WAS COMPLETED, HOBART BECAME THE MAIN RAILROAD CENTER IN LAKE COUNTY.

(WITH THE COMING OF ELECTRICITY, TROLLEY CARS, OR STREET RAILWAYS WERE CONSTRUCTED. A STREETCAR CAME TO HOBART FROM GARY BETWEEN 1912 AND 1939. STREETS WERE BEING PAVED ABOUT THIS TIME, AND BUSES, TRUCKS, AND CARS SOON REPLACED STREETCARS.)

THE BRICKYARDS, A WAX-CANDLE WORKS, A VINEYARD, AND A CREAMERY DREW PEOPLE INTO HOBART. T.H. HALL, OUR FIRST HISTORIAN, WROTE ABOUT THIS TIME, "THERE SEEMS TO BE IN HOBART THE ATMOSPHERE OF A CITY."

THE CENSUS OF 1850 SHOWED THAT HOBART TOWNSHIP HAD 240 PEOPLE IN 48 HOMES. THIRTY-NINE OF THESE HOMES WERE ON FARMS. THE REAL ESTATE WAS VALUED AT $40,000.

UNTIL ABOUT 1869 INDIANS WERE SEEN IN AND AROUND TOWN. THESE WERE DESCENDENTS OF THOSE WHO HAD CROSSED THE LAND TO HUNT, TRAP, OR GO TO THEIR DANCING AND BURIAL GROUNDS.

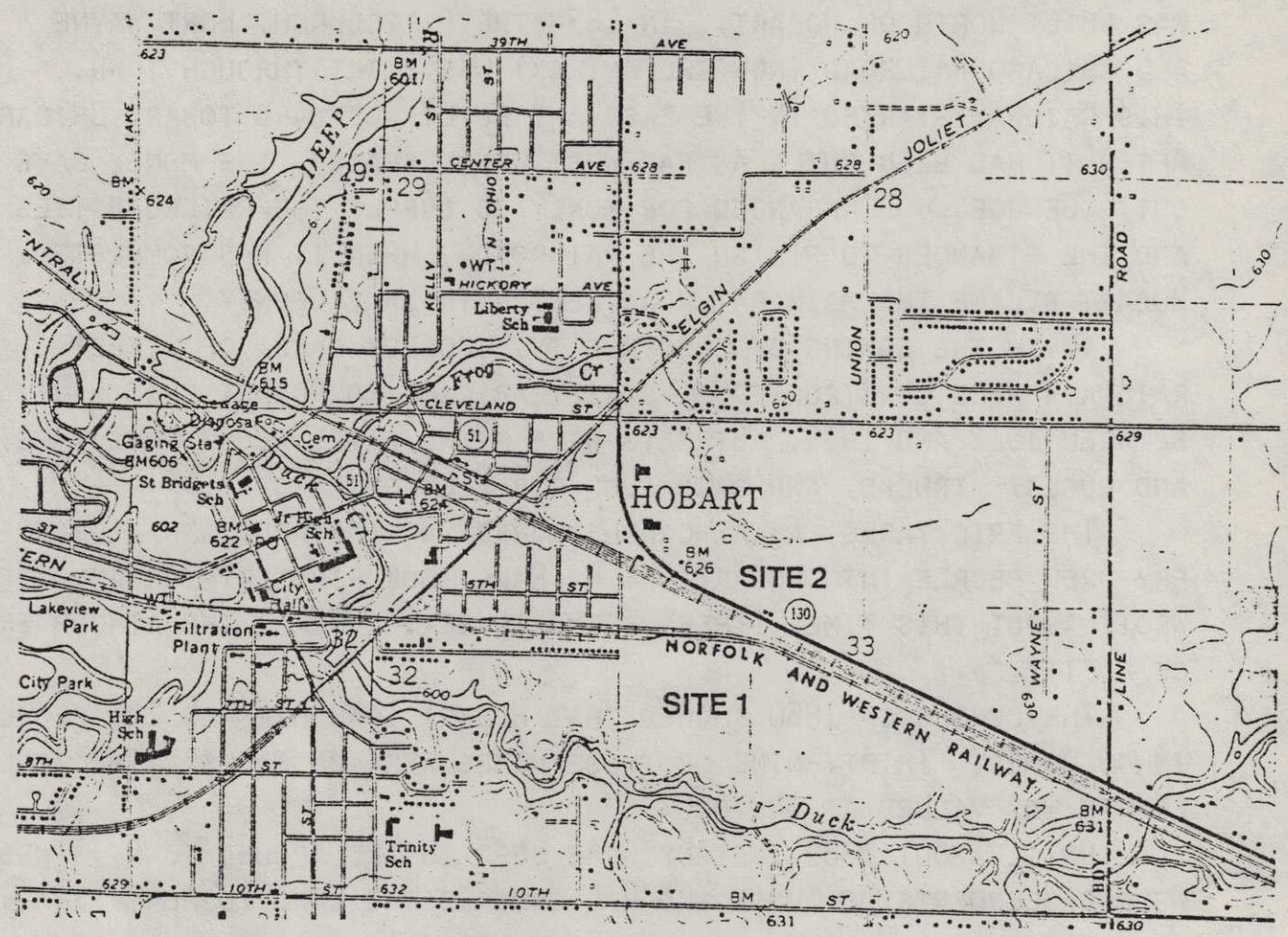
BY 1872 HOBART HAD GROWN TO HAVE 95 FAMILIES. THERE WERE 4 DRYGOODS STORES, ONE DRUG STORE, A HARDWARE STORE, A BAKERY, 2 BLACKSMITH SHOPS, A CIGAR FACTORY, A MILLINERY STORE, THREE COBBLER SHOPS, A COOPER'S SHOP, 4 DRESSMAKERS, A MILLWRIGHT, A LAWYER, 3 DOCTORS, 3 CARPENTERS, 3 NOTARY PUBLICS, 3 HOTELS (CALLED TAVERNS), AND A LARGE FLOUR MILL. THERE WERE 10 BRICK BUILDINGS.

COMMUNITY WORKERS OF YEARS AGO

THE JOBS PEOPLE HAD LONG AGO SEEM VERY DIFFERENT FROM THOSE OF TODAY. SO MUCH WORK HAD TO BE DONE BY HAND.

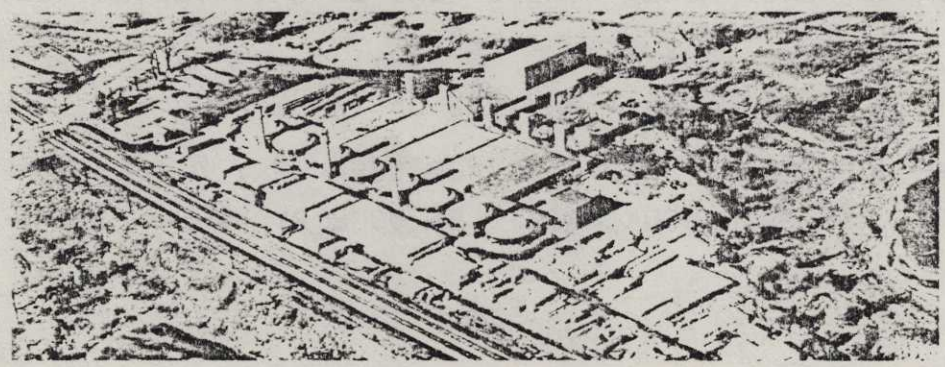
Hobart -
A Great Place to Grow

Hobart, Indiana is a neighborly community of some 27,000, nestled in the heart of the Northwestern Corner of the state.



Hobart is just three miles south of I-80, the Indiana Freeway, and straddles Interstate 65, U.S. 6 and State Route 51. The city is served by major road carriers and bus lines. The E J & E, Penn Central, and Norfolk and Western Railroads also provide freight and passenger service to the city. A fine municipal airport is located just outside the city limits.

Hobart is also within easy driving distance of points within the Tri-State (Illinois, Indiana, Wisconsin), and Michigan area. Hobart is just 40 miles from Chicago and within an easy drive to South Bend and Indianapolis.



THE COBBLER TRAVELED AROUND FROM ONE AREA TO ANOTHER. HE USUALLY CAME ONCE A YEAR. HE MEASURED THE FEET OF ALL THE FAMILY FOR SHOES. HIDES OF ANIMALS WERE MADE SOFT AND STRONG BY TANNING. COWHIDE MAKE HEAVY SOLES AND STURDY HEELS. SHEEPSKINS WERE USED FOR TOPS OF SHOES. THE COBBLER CUT, SEWED, AND PEGGED THE SHOE TO FIT EACH PERSON WHO NEEDED THEM. WHEN TOWNS GREW LARGER, THE COBBLER SET UP A SHOP THERE.

THE BLACKSMITH HAD THE IMPORTANT JOB OF MAKING HORSESHOES AND MAKING AND MENDING TOOLS. HE MADE HINGES, NAILS, AND CHAINS. HE WAS SO BUSY THAT HE OFTEN HAD A HELPER OR TWO. YOUNG BOYS WHO WANTED TO LEARN THE TRADE TENDED THE BELLOWS AND THE FIRE, AND KEPT THE IRON HOT AND READY FOR THE "SMITHY".

WOMEN SPUN WOOL INTO YARN AND THEN TOOK IT TO THE WEAVER. THE WEAVER WOVE YARN INTO A COARSE CLOTH KNOWN AS HOMESPUN. HE SOMETIMES WOVE OLD RAGS INTO RAG RUGS.

WOMEN KNIT YARN INTO MITTENS, SOCKS, UNDERWEAR, CAPS AND OTHER NEEDED CLOTHING. THEY SOMETIMES GATHERED STRAW TO MAKE EVERYDAY AND SUNDAY HATS. THEY PATCHED, DARNED, MADE SOAP, PICKED GEESE TO MAKE FEATHER BEDS AND PILLOWS, MADE APPLE BUTTER AND JAMS, DRIED APPLES, PEACHES, AND CORN, AND COOKED FOR THEIR FAMILIES.

THE MILLER GROUND GRAIN INTO MEAL, FLOUR, AND BRAN. THIS WORK WAS DONE AT THE GRISTMILL. THE MILLWRIGHT SET THE MACHINERY OF THE MILL AND HITCHED IT TO THE WATERWHEEL. LATER ON STEAM AND ELECTRIC POWER WERE USED TO RUN MILLS.

SAWYERS WERE WORKERS IN THE SAWMILL. THEY CUT LOGS INTO LUMBER OF DIFFERENT SIZES. THIS MADE IT MUCH EASIER TO BUILD A HOUSE THAN BY CUTTING DOWN TREES AND SPLITTING LOGS BY HAND.

THE COOPER MADE BUCKETS, BARRELS, AND TUBS OF WOOD. OLD BARRELS WERE HELD TOGETHER WITH WOODEN STAVES, BUT LATER ON, WIRES, OR METAL HOOPS, WERE USED. MANY OF THE THINGS THAT WE BUY TODAY WRAPPED IN PAPER, CARDBOARD, OR PLASTIC WERE BOUGHT IN BARRELS LONG AGO. SUGAR, FLOUR, SALT, BEANS, CRACKERS, AND OTHER SUCH FOODS WERE PACKED IN THEM.

WHEELWRIGHTS WERE MAKERS OF WHEELS AND WAGONS. EARLY

SETTLERS SOMETIMES BUILT THEIR OWN WAGONS, BUT THEY DEPENDED ON THE WHEELWRIGHT TO MAKE THE WHEELS. WHEELS WERE MADE AT FIRST FROM A ROUND OF WOOD WITH A HOLE IN THE CENTER. LATER A WHEEL WAS DEVELOPED THAT USED A HUB WITH SPOKES FASTENED TO IT. A RIM WAS PLACED AROUND THE OUTSIDE TO HOLD THE WHEEL FIRMLY TOGETHER.

DRESSMAKERS MADE CLOTHING FOR THE LADIES OF THE COMMUNITY. TAILORS MADE CLOTHING FOR THE MEN. MILLINERS MADE HATS. THERE WERE NO READY-MADE CLOTHES THEN. EVERYTHING WAS MADE AND FITTED TO THE PERSON WHO ORDERED IT. WHEN SEWING MACHINES WERE INVENTED THIS WORK BECAME MUCH EASIER.

THE EARLY PREACHERS WERE CALLED "CIRCUIT RIDERS". THEY RODE AROUND A CIRCUIT, OR ROUTE, ON A SCHEDULE, SO THAT THEY WERE EXPECTED AT THE SAME TIME EACH YEAR. THEY OFTEN WERE PAID IN FOOD OR WOOD RATHER THAN MONEY. THEY LIVED WITH THE FAMILIES THEY SERVED. TEACHERS LIVED WITH THE FAMILIES OF THE CHILDREN THEY TAUGHT.

THE SHERIFF WAS THE PEACE-KEEPING OFFICER OF THOSE DAYS, AND EACH TOWN ALSO HAD A CONSTABLE, OR POLICEMAN.

TIME FOR FUN

THE JOBS OF QUILTING, HUSKING CORN, THRESHING, BUTCHERING, SOAP MAKING, AND APPLE BUTTER MAKING WERE OPPORTUNITIES FOR FUN. NEIGHBORS WOULD GATHER TOGETHER AND HELP EACH OTHER WITH THE CHORES. THESE GATHERINGS WERE CALLED BEES. SOMETIMES THESE MEETINGS LASTED ALL DAY AND EACH FAMILY WOULD BRING A DISH OF FOOD FOR SUPPER. WHEN MOTHERS VISITED, THEY TOOK THEIR KNITTING, DARNING, MENDING, AND EMBROIDERY WITH THEM. OFTEN THE BEES ENDED WITH SINGING OR SQUARE DANCING. ONE PERSON "CALLED" THE SQUARE DANCES SO THAT EACH SET OF PARTNERS DID THE SAME STEPS AT THE RIGHT TIME.

HOUSE-RAISING AND WARMINGS WERE GOOD TIMES TOGETHER, TOO, WHERE NEIGHBORS WORKED AND ATE TOGETHER. SINCE THERE WERE NO RADIOS, TELEVISIONS, OR NEWSPAPERS, PEOPLE WERE SATISFIED TO BE A PART OF WORK GATHERINGS. IT GAVE THEM A CHANCE TO SHARE THE

NEWS OF THE COMMUNITY AND OUTSIDE WORLD.

CHURCHES AND SCHOOLS HELPED TO FURNISH ENTERTAINMENT, TOO. SPELLING BEES, "CIPHERING" MATCHES, DEBATES, AND BIG DINNERS WITH A PROGRAM AFTERWARDS WERE OFTEN GIVEN. ONE SCHOOL OFTEN CHALLENGED ANOTHER FOR A SPELLING OR CIPHERING MATCH. THE COMPETITION WAS KEEN AND MANY PEOPLE IMPROVED THEIR SKILLS IN ORDER TO HELP THEIR TEAM WIN. THE WHOLE FAMILY CAME TO THE SCHOOL FOR THESE EVENTS AND IT WAS AN EXCITING TIME FOR ALL.

CHURCHES AND SCHOOLS

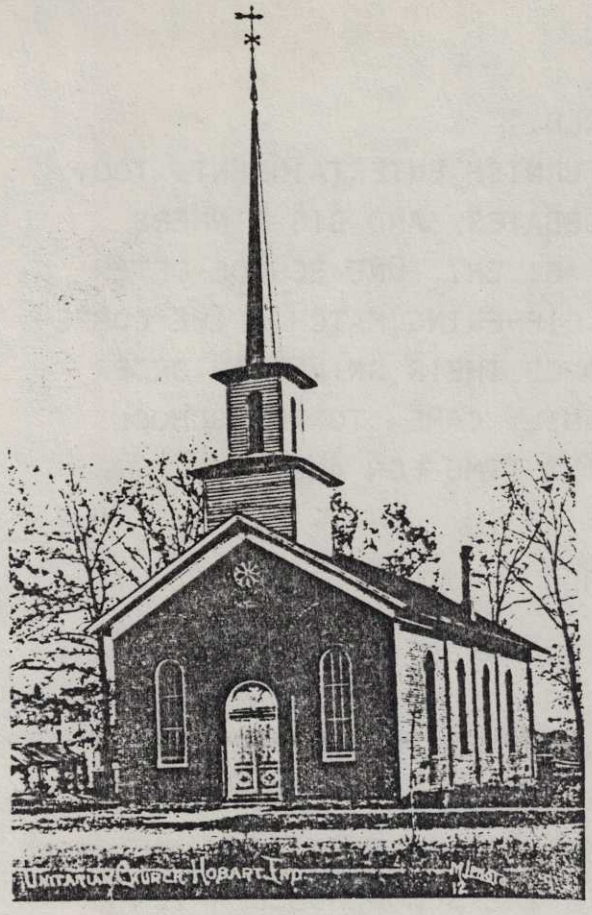
EARLY CHURCH SERVICES WERE HELD IN HOMES. THE FIRST ORGANIZED SUNDAY SCHOOL IN HOBART WAS CALLED THE UNION SUNDAY SCHOOL, AND IT STARTED IN 1851. THE FIRST CHURCH WAS BUILT BY THE AUGUSTANA LUTHERAN CONGREGATION. THE BUILDING STILL STANDS ACROSS THE STREET FROM THE PENNSYLVANIA RAILROAD STATION.

THE METHODIST CONGREGATION MET IN THE SCHOOLHOUSE WHICH STOOD BEHIND THE PRESENT CHURCH AND THE MINISTER WAS A CIRCUIT RIDER. A CHURCH WAS BUILT AND DEDICATED FOR USE IN 1871. THE FIRST CHURCH BELL WAS HUNG IN THE FIRST METHODIST CHURCH ON FEB. 22, 1872.

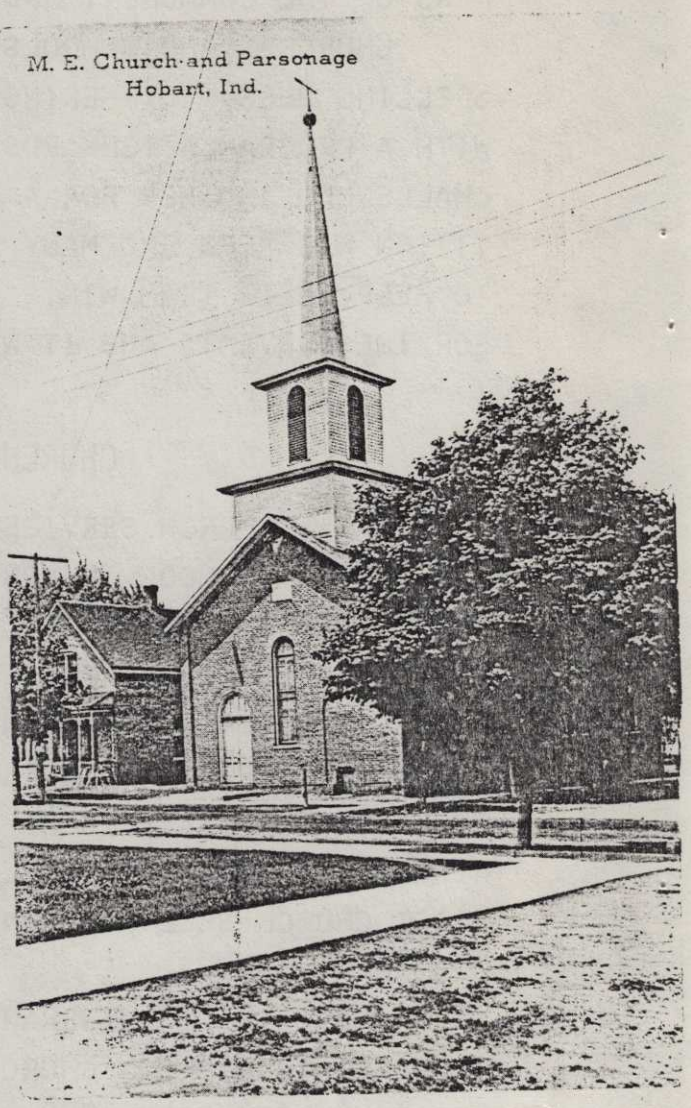
THE TRINITY LUTHERAN CHURCH BEGAN IN 1873. THIS CONGREGATION MET IN A BRICK CHURCH ON THE WEST SIDE OF MAIN STREET AND SECOND STREET FROM 1900 UNTIL THEY OUTGREW IT. THEN THEY BUILT THE TRINITY LUTHERAN SCHOOL AND THEIR MODERN CHURCH ON SOUTH LINDA STREET AND LUTHER DRIVE.

THE UNITARIAN CHURCH MET IN THE FIRST SCHOOL AND THEN IN THE STRATTON BUILDING ON THE SOUTHWEST CORNER OF THIRD AND MAIN UNTIL THEIR PRESENT BUILDING WAS COMPLETED IN 1876.

HOBART'S FIRST SCHOOL WAS A ONE-ROOM SCHOOLHOUSE. THAT MEANS THAT ALL THE GRADES AND CLASSES WERE IN THE SAME ROOM. THIS LITTLE SCHOOL WAS BUILT ON THE EAST SIDE OF CENTER STREET WHERE THE MASONIC TEMPLE NOW STANDS. LATER ON THERE WERE 9 SUCH SCHOOLS. THEN, IN 1877, A FINE NEW BRICK SCHOOL, HAVING



Unitarian Church



TEN ROOMS, WAS BUILT. THERE WERE COURSES IN TYPING, BOOKEEPING, AND SHORTHAND, AND THERE WAS A PARENT-TEACHER ASSOCIATION, ONE OF THE FIRST IN THE AREA. THIS WAS THE FIRST COMMERCE DEPARTMENT IN LAKE COUNTY. IN 1897 THE PLAN OF FREE TRANSPORTATION FOR THE PUBLIC SCHOOL CHILDREN WAS GIVEN A TRIAL IN HOBART. THE CHILDREN RODE TO AND FROM SCHOOL IN A BUS DRAWN BY A HORSE. BY 1914 THERE WERE 5 OF THESE BUSES. IN 1925 WILLIAM REVELLI CAME TO TEACH MUSIC IN THE SCHOOLS. HE ORGANIZED A HIGH SCHOOL BAND, WHICH WON MANY CONTESTS AND TRAVELED IN THE UNITED STATES AND EUROPE.

CITY GOVERMENT

IN JANUARY OF 1889 HOBART BECAME INCORPORTAED. A BOARD OF TRUSTEES THEN MANAGED THE TOWN WITH THE HELP OF A CLERK-TREASURER AND MARSHAL. TWO YEARS LATER THE VOLUNTEER FIRE DEPARTMENT WAS ORGANIZED. SEWARD LIGHTER WAS THE FIRST FIRE CHIEF, AND FRED ROSE, SR. WAS HIS ASSISTANT.

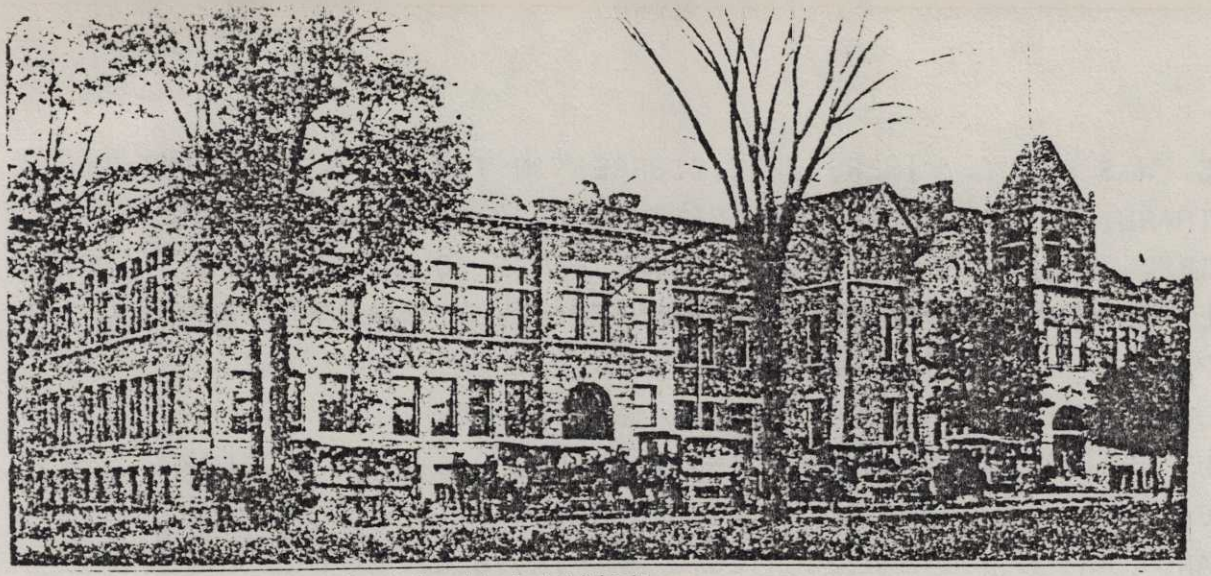
BY 1898 THE HOBART WATER WORKS AND ELECTRICAL PLANT WERE BUILT. BY 1900 THERE WERE MANY GOOD GRAVEL ROADS, AND HOBART WAS CHOSEN BY THE UNITED STATES POST OFFICE DEPARTMENT FOR ITS FIRST EXPERIMENT WITH RURAL FREE DELIVERY OF MAIL IN THE MIDWEST. THE AMERICAN TELEPHONE AND TELEGRAPH COMPANY WAS GIVEN THE RIGHT TO PLACE POLES IN HOBART AND BY 1899 TELEPHONES WERE IN USE.

THE FIRST CITY GOVERNMENT WAS ORGANIZED ON NOVEMBER 22, 1921. AN ELECTION WAS HELD ON NOVEMBER 6TH, AND S.H. HENDERSON BECAME THE FIRST MAYOR. THERE WERE THREE WARD COUNCILMEN AND TWO COUNCILMEN-AT-LARGE. AS THE TOWN GREW BIGGER, A CITY ATTORNEY, A STREET COMMISSIONER, A CITY ENGINEER, A CITY JUDGE, A PARK BOARD, AND A CITY PLANNING BOARD WERE ADDED.

LOUIS WETTENGEL, ONE OF HOBART'S FIRST LAWYERS, WAS THE FIRST JUSTICE OF THE PEACE FOR HOBART TOWNSHIP, AND WILLIAM RIFENBURG SERVED AS TOWNSHIP TRUSTEE IN 1864 AND 1865.

OTHER THINGS OF INTEREST

THE FOURTH OF JULY PARADE HAS BEEN A TRADITION IN HOBART.



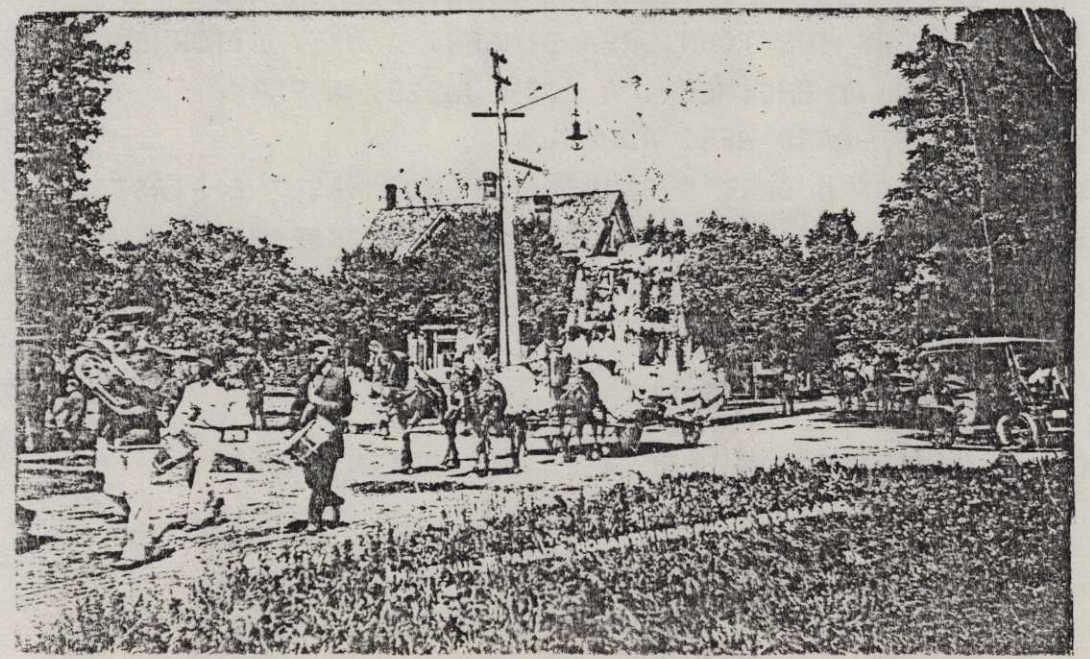
Note horsedrawn school busses

By Courtesy of Frank F. Heighway, County Superintendent of Schools.

HOBART TOWNSHIP CONSOLIDATED HIGH SCHOOL

Doughboy Monument

FIRST BAND

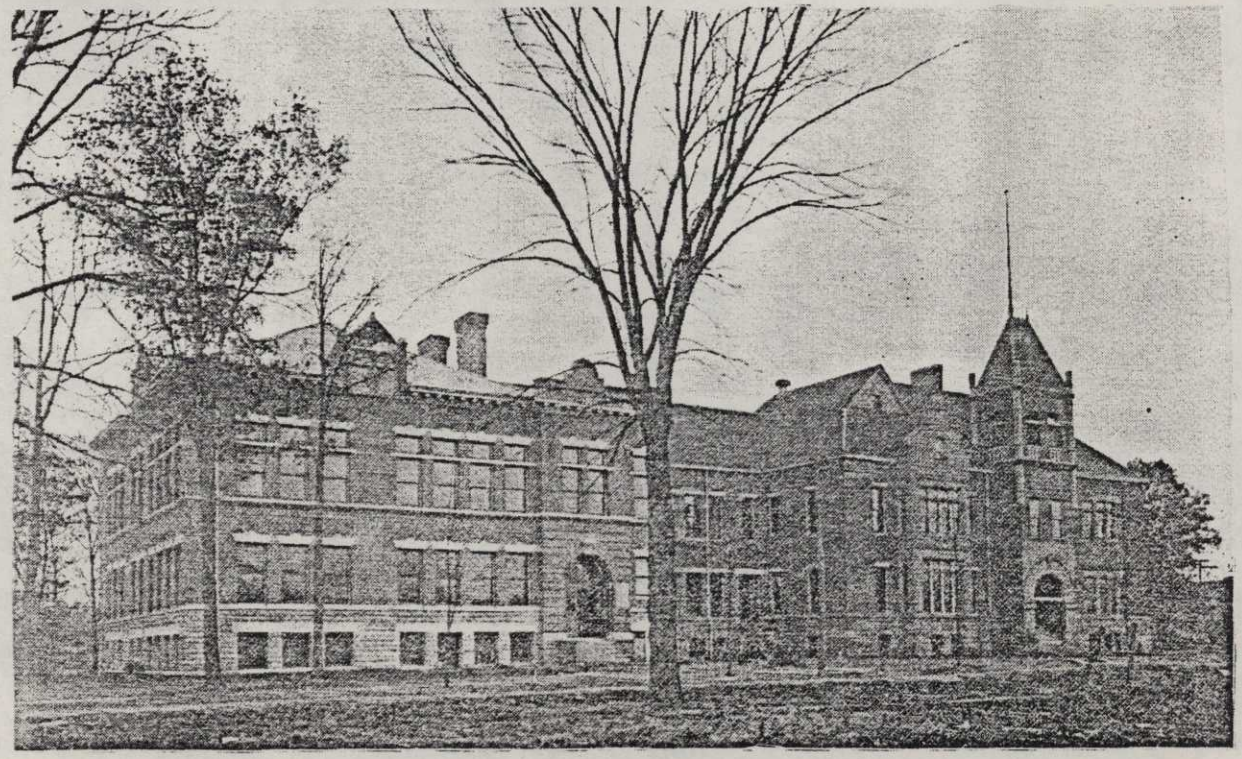


MISS LIBERTY
4th of July Parade

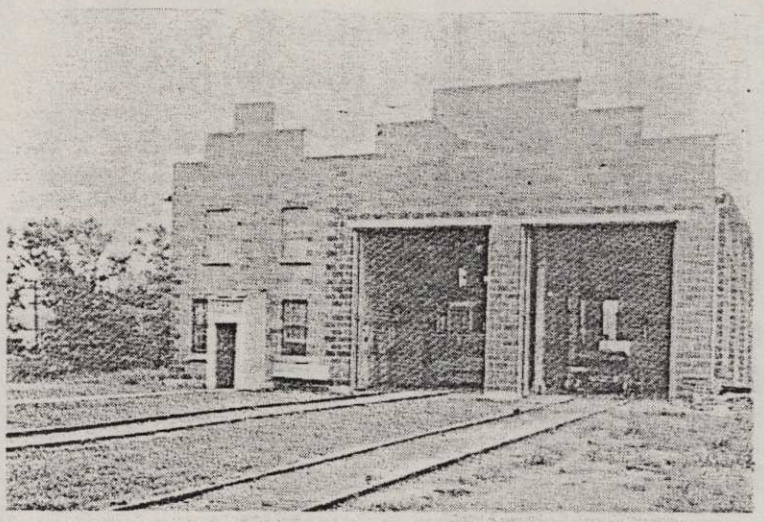
ONE OF THE FIRST WAS PROMOTED BY THE WOMEN'S READING CLUB. THERE WAS ALSO A PICNIC, AND SPEECHES WERE MADE LATER ON THAT DAY. IN THE EARLY DAYS "MISS LIBERTY" RODE ON THE QUEEN'S FLOAT JUST AS MISS HOBART DOES TODAY. HOBART HAD ELABORATE FIRE-WORKS THEN, TOO. AT ONE FOURTH OF JULY CELEBRATION THERE WAS A WEDDING, AND AT ANOTHER THE GRAND ARMY OF THE REPUBLIC (CIVIL WAR VETERANS) PUT ON A PRETEND BATTLE.

THE WOMEN'S READING CLUB, UNDER THE STRONG LEADERSHIP OF MRS. FANNIE WERNER, ALSO PROMOTED A PUBLIC LIBRARY. THREE HUNDRED PEOPLE ATTENDED THE DEDICATION OF THE LIBRARY IN FEBRUARY, 1915.

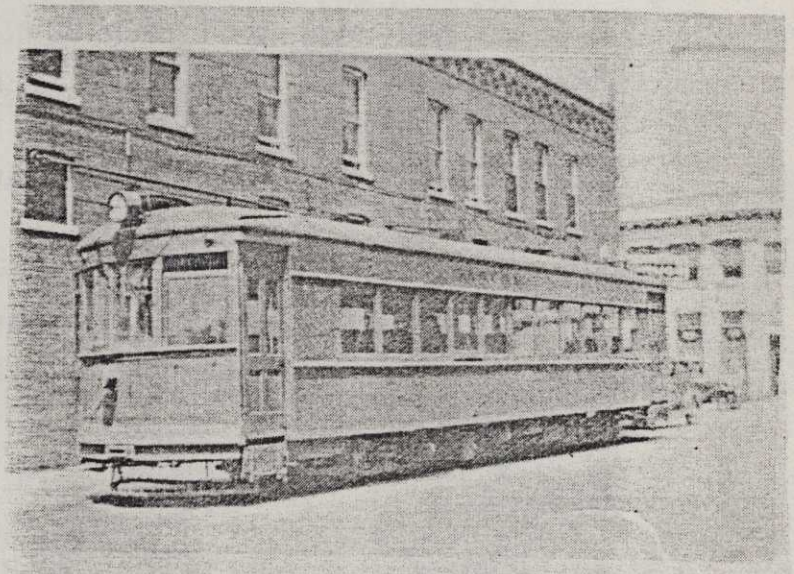
THIS IS THE HISTORY OF HOBART BEFORE 1925. MANY THINGS HAVE HAPPENED SINCE THEN TO MAKE HOBART THE LARGE CITY IT IS TODAY. OLD BUILDINGS HAVE BEEN TORN DOWN TO MAKE ROOM FOR NEW ONES. THERE ARE MANY NEW HOUSES AND SUBDIVISIONS, SHOPPING AREAS, AND PARKS. HOBART HIGH SCHOOL AND HOBART MIDDLE SCHOOL, AS WELL AS THE ELEMENTARY SCHOOLS, ARE NEW BUILDINGS SINCE THAT TIME. YOU CAN FIND OUT A LOT MORE ABOUT THE HISTORY OF OUR TOWN IF YOU ARE INTERESTED. TALK TO SOME OF THE "OLD-TIMERS", VISIT OUR MUSEUM AND READ SOME OF THE MANY BOOKS AND PAPERS ON THE BEGINNING OF HOBART THAT YOU CAN FIND THERE. WHAT CAN YOU FIND OUT TO IN-CREASE YOUR KNOWLEDGE OF OUR TOWN?



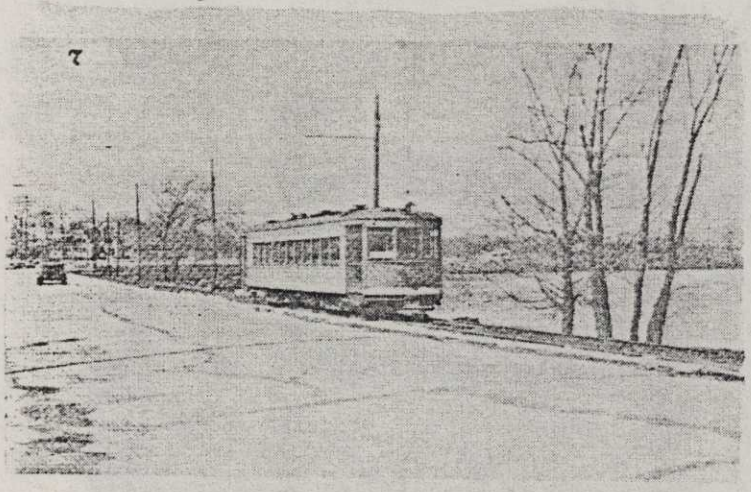
HOBART HIGH SCHOOL



(John Driver)...Early days at the carhouse looking out (Frank E. Butts collection)...



IN HOBART: Car 4 at 3rd & Main, the end of the line, 193
with Gary & Hobart #2 (later #5) and ex-Chicago #2316



...One of the newer cars entering Hobart by causeway thru Lake George (John F. Humist

VOCABULARY

GLACIER - BODY OF MOVING ICE
MORAINE - RIDGE OF EARTH AND STONES DEPOSITED BY A GLACIER
LOAM - EARTH OR SOIL
WIGWAM - HUT USED BY INDIANS OVERLAID WITH BARK, RUSH MATS OR HIDES
RUSHES - HOLLOW STEMMED PLANT
LUNAR CALENDAR - A CALENDAR BASED ON THE PHASES OF THE MOON
RELIC - AN OBJECT FROM THE PAST
EXPEDITION - JOURNEY WITH PURPOSE
STATEHOOD - WHEN A TERRITORY BECOMES A STATE, IT GAINS STATEHOOD
SAWMILL - A MILL USED FOR SAWING LOGS
GRISTMILL - A MILL FOR GRINDING GRAIN
COBBLER - A MAN WHO MENDS SHOES
COUNTY SEAT - CENTER OF COUNTY GOVERNMENT
BLACKSMITH - A PERSON WHO WELDS IRON
FLOAT - SECTION OF LAND, OWNED BY AN INDIAN
INDIAN RESERVATION - PUBLIC LAND USED FOR INDIANS TO LIVE ON
PLAT - SMALL PIECES OF GROUND
PLATTED - MAP OUT A CITY OR AREA
WHEELWRIGHT - MAN WHO MAKES & REPAIRS WHEELS
CIVIC BUILDINGS - BUILDINGS BELONGING TO A CITY
CENSUS - OFFICIAL COUNTING OF PEOPLE IN A COUNTRY OR AREA
REAL ESTATE - LAND OR PROPERTY
DRY GOODS - ITEMS MADE OF CLOTH
MILLINER - A PERSON WHO MAKES AND SELLS HATS
COOPER - A PERSON WHO MAKES AND REPAIRS BARRELS
MILLWRIGHT - A PERSON WHO BUILDS MILLS OR SETS UP MACHINERY
CARPENTER - A PERSON WHO BUILDS & REPAIRS WOODEN OBJECTS
NOTARY PUBLIC - A PUBLIC OFFICER WHO CERTIFIES DEEDS
MILLER - ONE WHO OPERATES A MILL
SAWYER - ONE WHO SAWS LUMBER
CIRCUIT RIDER - A PREACHER WHO RIDES HORSE-BACK FROM AREA TO AREA
CONSTABLE - OFFICER OF THE LAW
CIPHER - TO DO MATH PROBLEMS
DEBATE - TO DISCUSS A QUESTION
COMMERCE - THE BUYING AND SELLING OF GOODS

STREET CAR - PASSENGER CAR OF TRAIN WHICH RUNS ON RAILS LAID ON PUBLIC STREETS

TOWNSHIP - UNIT OF LOCAL GOVERNMENT

INCORPORATED - UNITED IN ONE BODY

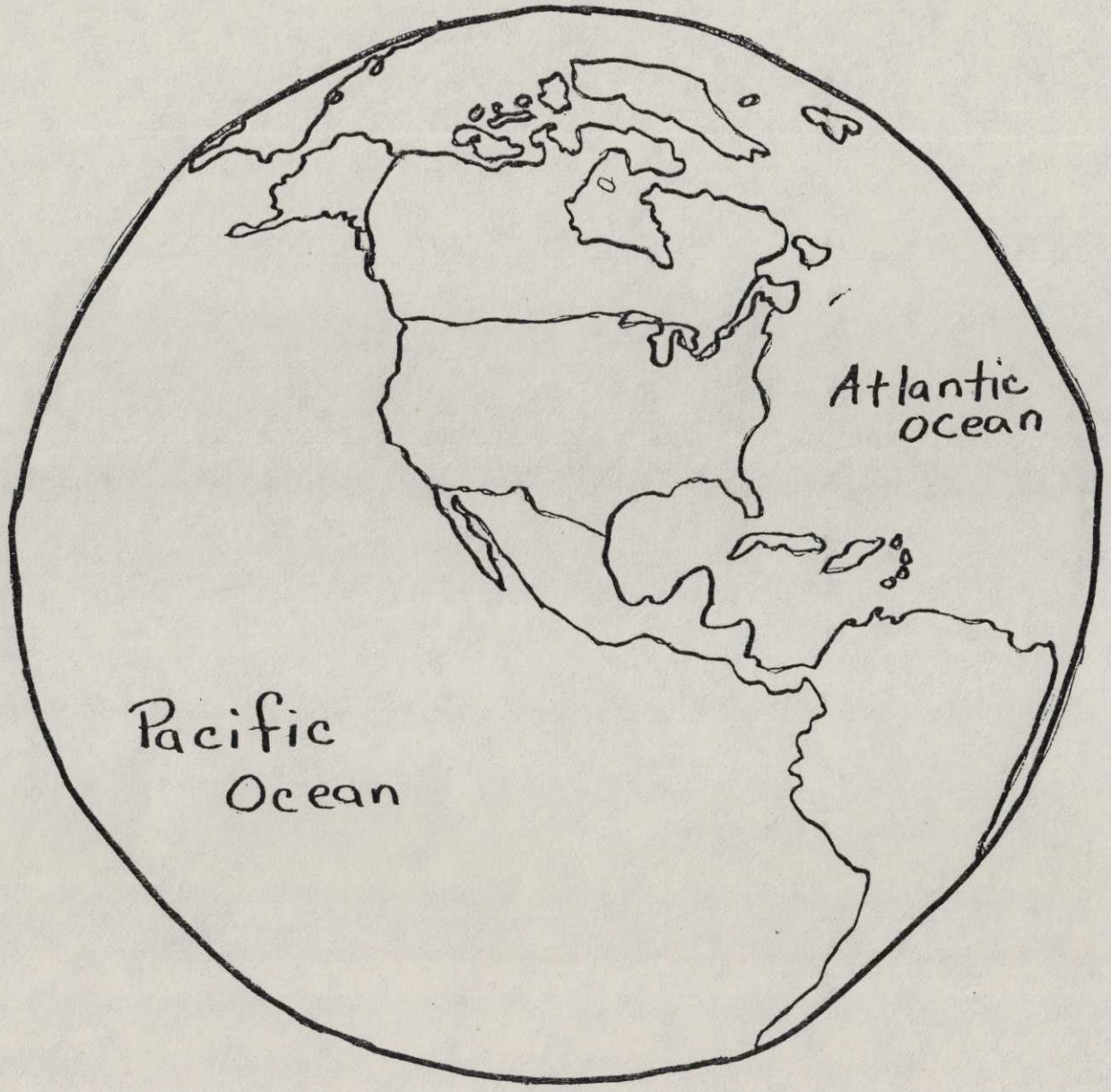
CLERK TREASURER - SECRETARY; TREASURER OF A TOWN

MARSHAL - OFFICER OF THE LAW

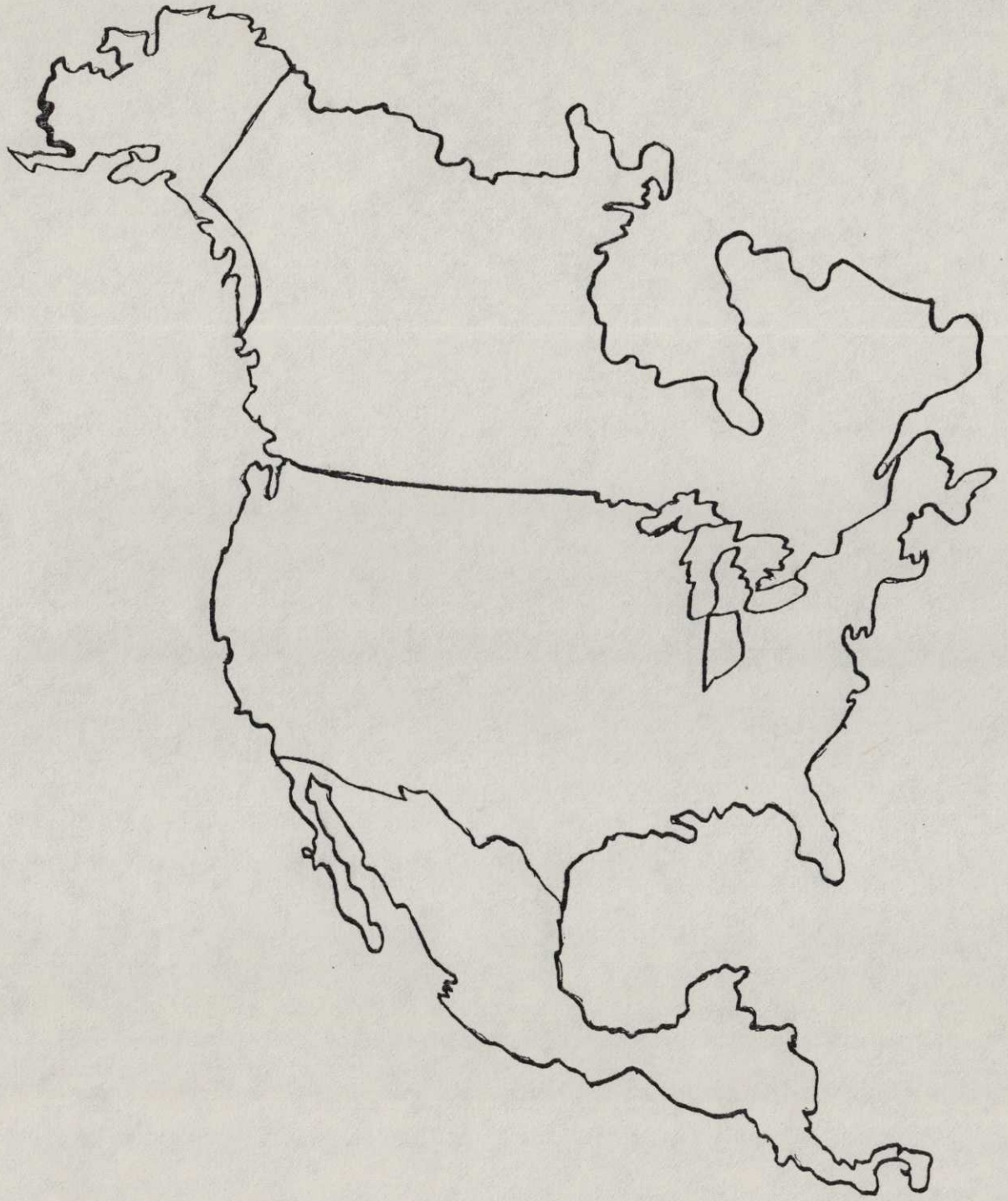
COUNCILMAN - MEMBER OF THE CITY GOVERNMENT

COMMISSIONER - AN OFFICER IN CHARGE OF A BUREAU

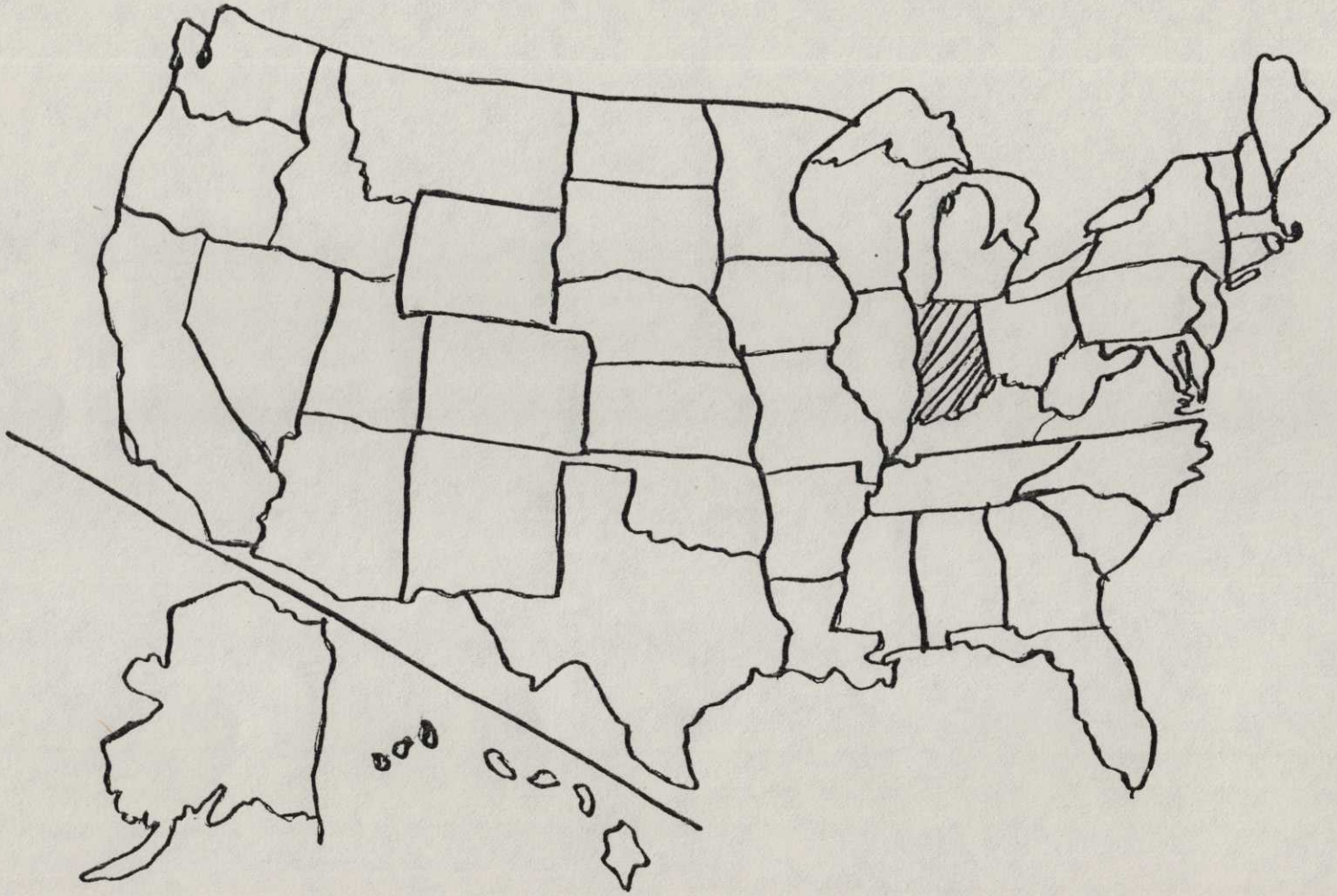
THIS IS OUR WORLD - EARTH



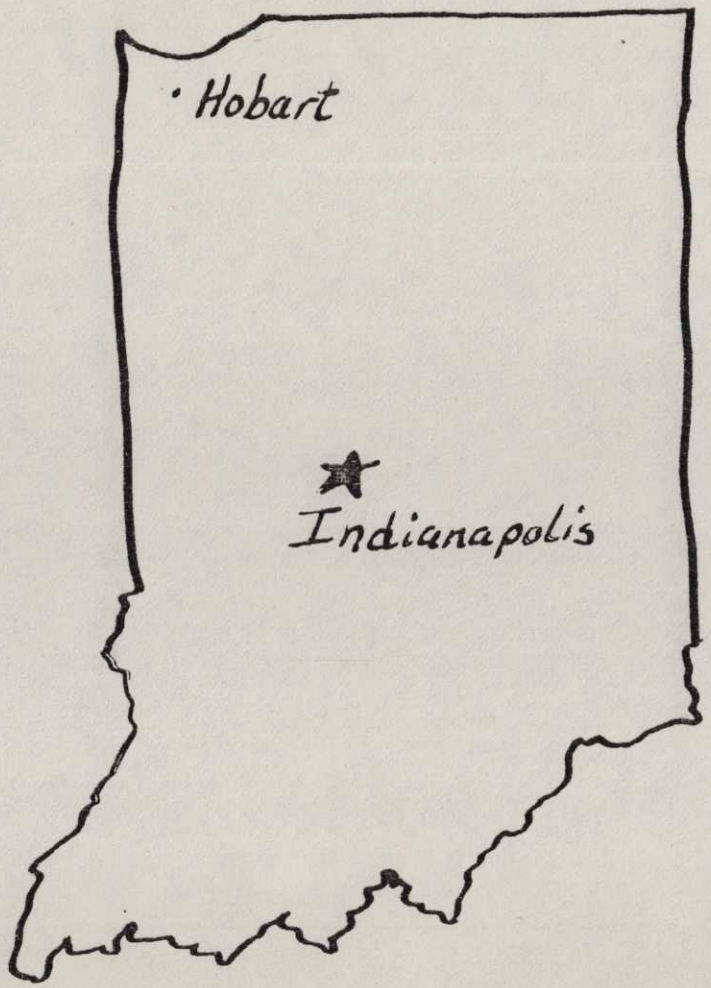
THIS IS OUR CONTINENT - NORTH AMERICA



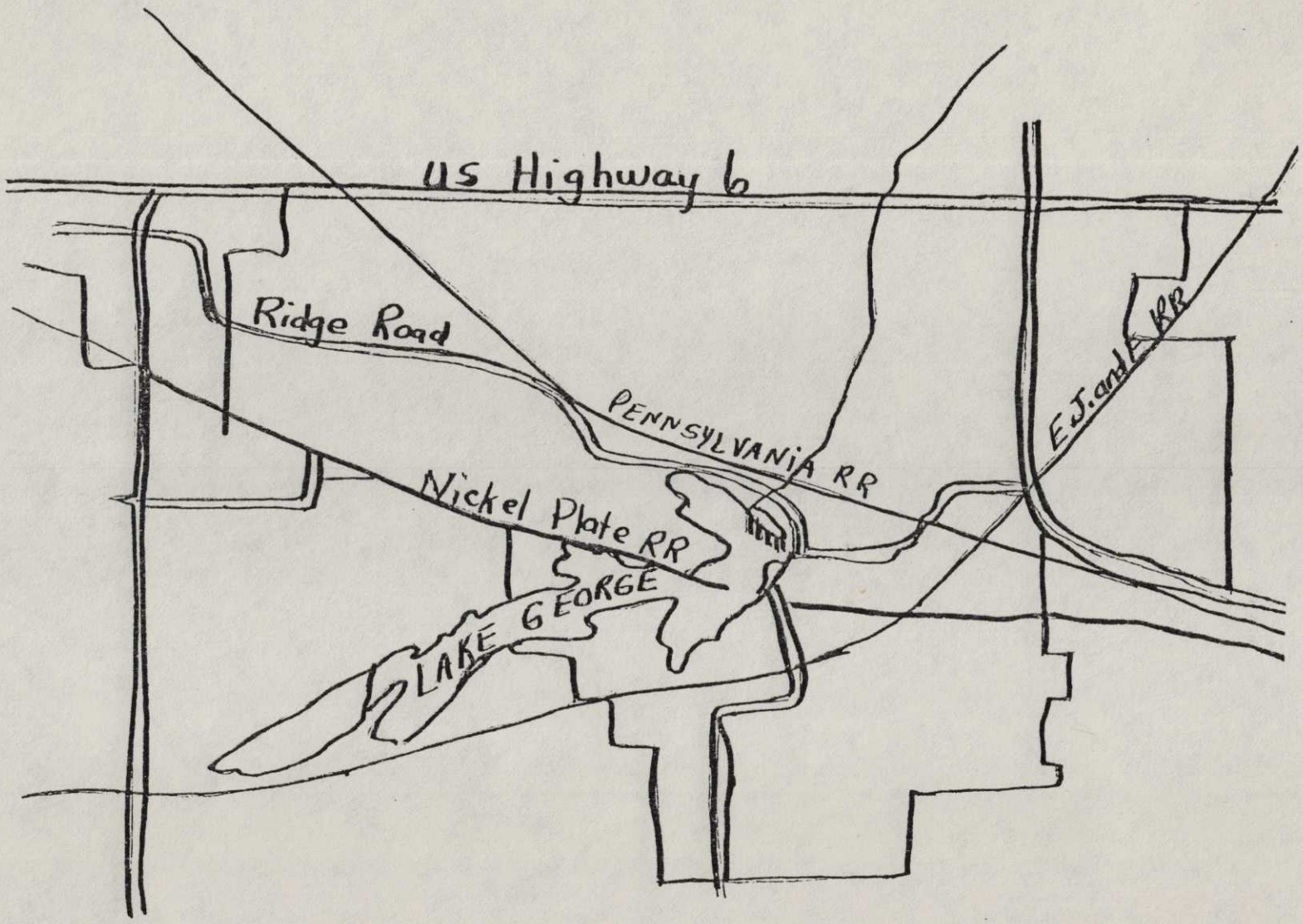
THIS IS OUR COUNTRY - THE UNITED STATES

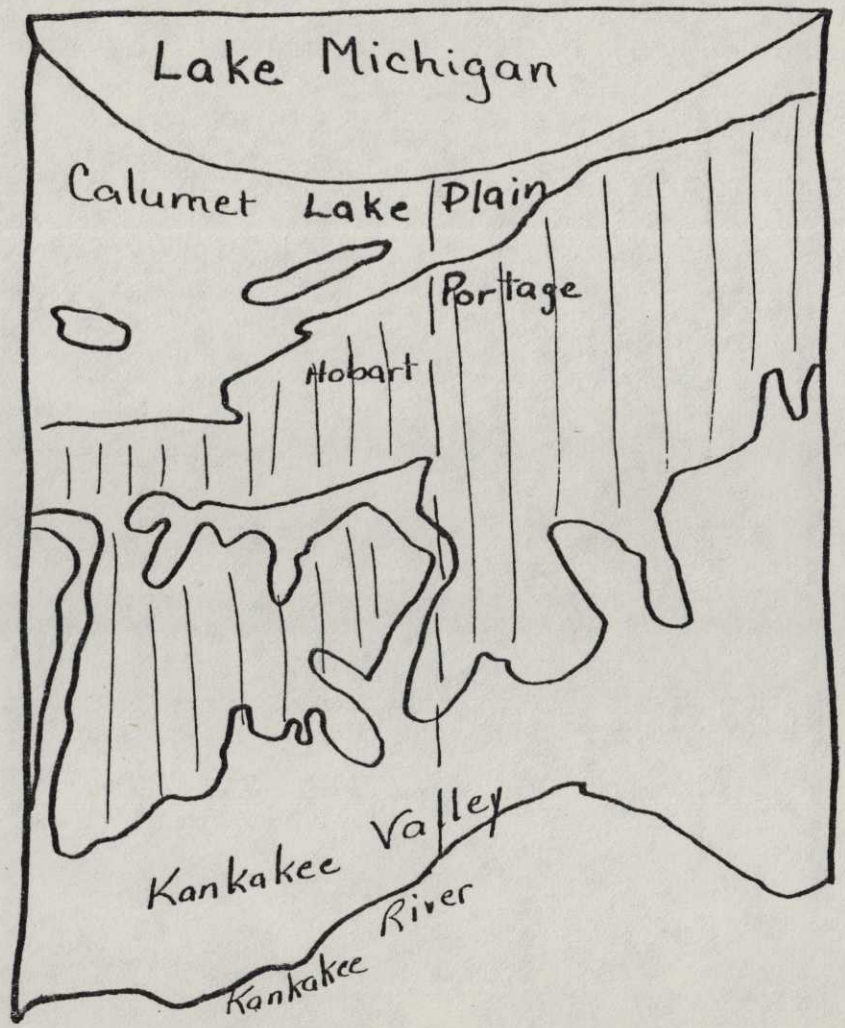


THIS IS OUR STATE - INDIANA



THIS IS OUR CITY - HOBART





Valparaiso Moraine